

Aviation News

McGraw-Hill Publishing Company, Inc.

APRIL 22, 1946



Luxury Helicopter: *Auto-type accommodations feature the latest Bell helicopter, the five-place Model 42, announced last week. Second entry of the Buffalo firm into the commercial helicopter field the Model 42 has a 450-hp. engine, a gross weight of 4,891 lbs. and a normal useful load of 1,445 lbs. It uses the same patented two-blade rotor and automatic gyro stabilizing bar system as does the two-place Model 47, recently approved by CAA for commercial use.*

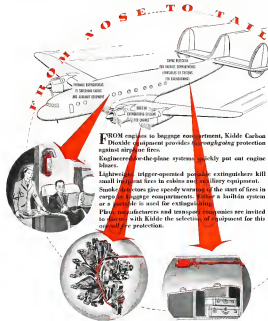
Perplexing Air Show Problem Nearing Settlement

Industry groups mapping pattern for national program, deciding sanctioning setup.....Page 7

Non-Scheduled Operators Ask Federal Regulation

New York conference brings demand for formal recognition of new industry.....Page 16

FIRE PROTECTION...



FROM engines to baggage compartment, Kidde Carbon Dioxide equipment provides thoroughgoing protection against airplane fires.

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THE AVIATION NEWS

Washington Observer



CONTROL TOWERS—Although CAA's request for funds to operate airport control towers was turned down by the House Appropriations Committee, the issue has not ended there. Final action on the appropriation bill probably will not be until the end of this month or early May. Meanwhile, aviation interests are organizing in support of CAA on this question. Rep. Karl Stefan (R., N.Y.) put his finger on one weakness in the Appropriations Committee's scheme to have CAA operate the towers and be reimbursed by municipalities. Stefan pointed out that no city or state was going to keep hundreds of employees of personnel that it was paying.

PARTS PROBLEM EASING—As the flow of surplus aircraft parts to War Assets Administration agencies increases (Aviation News, April 15), airlines are no longer of the problem of getting spare parts for transports bought from surplus. Gessner difficulty in the past was locating the parts, but this is automatically solved when WAA sends them to agents. Trend is for airlines to deal with agents, rather than direct with WAA. Acquisition is speeding, and price the same.

THOMAS BILL DELAY—Action by the full Senate Military Affairs Committee on the Thomas bill, merging the armed services into a single Department of Common Defense and giving the air force to equal status with land and sea forces will go over for a week or more, while members of the committee and hearings and study the measure. Despite its Presidential backing, the legislation is given only a half-chance of passage for enactment. Naval champions on Capitol Hill, op-

posed to an armed services merger, are expected to use delaying tactics to defer the bill, leaving the War and Navy Departments to work out their own system for greater coordination in overlapping activities. President Truman's charges at a press conference last week of aerial lobbying in Congress to defer his merger proposal were quickly countered by charges of Army lobbying from members of Congress.

AIR POLICY BOARD—The bill by Sen. Hugh Mitchell (R., Wash.) to set up a National Air Policy Board to work out a coordinated program for the maintenance of U. S. air power during peacetime is headed for legislative enactment. Mitchell has announced that hearings on the measure will open May 3, before his subcommittee of the Senate Commerce Committee. There is already a move underway in Senate Commerce Committee—outwardly guarding its claim to jurisdiction over commercial aviation matters, to require that, if and when the Mitchell bill is reported out of committee, it be referred for further consideration to Senate Commerce Committee. Logically, the Mitchell bill should come within the purview of the Military Affairs Committee. Mitchell, however, shortly deflected the legislation in an amendment to the 1946 Transportation Act, making certain its referral to Interstate Commerce—where it stood in best chance for approval.

JET SECRET LEAKS—Increasing concern by Army and Navy top officials over leaks concerning supposedly secret jet secret projects probably will result in all future jet fighters and bombers being tested in secrecy at March Army Flight Test Base on the Mojave Desert.



Comet XA-41 close-support attack plane. (See Page 9)

HANGAR FLYING



THE BUSTED WINDOW AT 20,000

Knocking windows out of airplanes isn't what you'd call approved airborne equipment. But, not so long ago, Lockheed did just that during flight tests on the Constellation's fuselage cabin.

Back in the days when Wiley Post was making his pioneering voyages at the stratosphere, Lockheed engineers, of course, had learned a lot about supercharging cabins during groundwork (and already) on the old Lockheed XC-35, the first plane with a fully pressurized cabin.

From the knowledge that gained about steering, working and supercharging, the month one flew profiled the fuselage Constellation cabin. Now, while the Constellation flies along at 20,000 feet, the altitude inside the ship is a mere 8,000.



Lockheed insisted on knowing what would happen to people if pressure went down (which is unlikely, since either of two superchargers can carry the load). So one day, in a carefully planned experiment, they looked out a window at 20,000, with 44 mannequin picked, ordinary people aboard. The pressure and the plane descended smoothly, and no serious discomfort turned up.

Q. E. D. If an unknown factor crops up at Lockheed, it doesn't stop unknown long. This kind of efficient courtesy makes for good planes and good hangar flying.

Let's for L

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AVIATION NEWS

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Editor of Production

Special Circulations

Washington, D. C.

Publication of America's Editor,

300 W. 42nd St., N. Y. 10018

Printed at New York, N. Y. by The New York Times Co.

Volume 3, No. 15

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News at Deadline

Critical ATC Personnel Shortage

Discontinuance of all Air Transport Command operations in the Pacific may be necessary in May, L. Geo. Harold L. George declares, unless a critical personnel shortage is averted. Representatives of ATC and United Air Lines met last week in Hawaii in an effort to secure through the airlines the personnel necessary to keep ATC functioning in the Pacific. Failure of negotiations may mean suspension of ATC operations in the area "for the safety of all concerned."

Route Case Participation

Airline Post Office Department participation in Civil Aeronautics Board route cases has been assured following warm endorsement of the plan by the Postmaster General, CAB Chairman L. Welch Pogue and James M. Lusk, who will succeed Pogue in June. A case-study research unit has been set up by the Post Office Department to prepare data in support of any applications which national airlines believe will substantially improve service. Post Office officials recently participated in a Los Angeles helicopter proceeding and have indicated interest in helicopter operations to serve other large cities. The department views as "most constructive" the establishment of feeder routes to the Hocky Mountain area and may file briefs in support of additional local service on other less successful routes.

MPA's Final Report Due

The National Planning Association's final report on the aircraft industry now is in the printers and is expected to be issued within a week. A summary of recommendations already has been turned in an advisory report (AVIATION NEWS, June 25, 1965). The final report points out the government's role in industry's role in research and development which must be maintained.

Knagback To Design

William Knagback will design a head of the aircraft division of Foreign Liquidation Commission in order to become FLC commissioner in the Central Pacific with headquarters in Manila. Knagback will have charge of disposal overseas of all surplus goods.



Representatives of Air Line Pilots Association's Engineering & Airframe Maintenance Committee have returned from a tour of eight factories with data showing stall speeds at 80 mph for the Martin 202, Douglas DC-4, Douglas DC-4, Lockheed Constellation, Cessna 150, 85 mph at full gross and 70 mph at landing weight, Douglas DC-6 at 85 mph, Republic Rainbow 91 mph, Boeing Stearman 105 mph.

Fireball recently delivered as C-47 Packet to the IX Troop Carrier Group, Germany, 8. On the basis of tests already made, the Command reports to be using the Packet exclusively "on the most no demand routes," according to Maj. Gen. Paul L. Williams, commander.

Four exchange of safety information between the airlines, especially the sharing of data on minor cases of malfunctioning of equipment, will be initiated shortly by the operations division of the ATA. This will include reporting of changes in company regulations put into effect as result of deficiencies.

Although little published, a request by the Post Office Department for increased funds for mobile highway protection is worrying feeder airline proponents who see the challenge standing still but as possible competition with aerial to end out of small towns.

The airlines are investigating new type light systems to overcome power problems in the night. The FAA, which was involved in the test, showed already only CAB regulations were held with some effective models could be obtained.

At least 13 groups are engaged in experiments on electronic devices to systems which may improve air traffic control. Research is such as moving to rapidly that airline operations are being studied in following groups of the projects daily. From it work include Lockheed, RCA, Raytheon, Hamilton, Honeywell, Airborne, General Electric, Gulton, Western Electric, Sperry, Teletype, Federal Telephone, Westinghouse, General Railway Signal, plus the CAA and its own system.

Second new experiments, mainly headed by an experiment, report difficulties in finding adequate airport facilities for establishing aircraft maintenance and overhaul bases, serving especially some of the major non-scheduled passenger and cargo lines. In a few cases, municipalities are taking over Army or Navy as the prime of new suggestions that they will not or less the facilities. One suggestion is directed by A. H. Best, director of Airport for Louisville, who offers that the Louisville and Jefferson County Air Board will indicate both as operator for one of two large hangars and a sub-leased machine shop shortly.

ATA has asked the Aircraft Industries Association to go on an broad spread the cooperation integration proposal of the Transportation Association of America (ATA) is expected to do so but probably will not take sides on whether surface carriers should fly commercial aircraft.

The largest remaining fleet of Boeing 707s, built in the early '60s for the United Air Lines, is believed to be the one ship long used by America, Colombia and others. NACA may win another major battle against drag and heating, similar to its accomplishments with the NACA cowling. Tests now underway point to an increase of nearly 50 percent in cooling efficiency with simultaneous decrease in drag. This is accomplished by using coolant water in engine bleed air (the bleed air, forcing the exhaust from the engine to draw out more air from the main stream). This also reduces exhaust back pressure and eliminates the exhaust flame.

Introduction of water into jet engines being flight tested is expected to improve take-off thrust nearly 100 percent.

Announcements of further improvements in aircraft safety will be forthcoming this year. One safety group reports that 10-year 700 was present aircraft will be available some weighing about half as much as modern versions, and no more than 5 inches long, 6 inches diameter.

Performance Pays off



Chance Vought F4U Corsair, with their top speed of more than 400 miles an hour have been chosen as the lightest and heaviest-lighter complement aboard the Navy's 45,000-ton super-carrier, the U.S.S. Midway and the U.S.S. Boreas. Once again Chance Vought performance—a tradition for more than 35 years—has won recognition.

CHANCE VUGHT AIRCRAFT
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VOLUME 5 • NUMBER 12

Aviation News
McGraw-Hill Publishing Co., Inc.

April 22, 1945

Perplexing Air Show Problem Well On Way to Settlement

Industry groups now are developing national patterns, clearly defining various classifications of aircr and displays, and meeting our question of sanctioning them.

By SCOTT HERSHEY

The perplexing problem of aircraft shows, air races and air meets—which has beset the industry since the end of the war—now is well on the way to being settled with all representative branches of the industry agreed as to the extent to which they should be supported.

There is scarcely an air-minded community of any size which does not—and properly—want to have an aircraft show. In order to make these shows a success they need have the support of some important segment of the industry. The industry knows that and wants to support the shows insofar as it is able.

Fully Discussed—This problem has been discussed among representatives of the Aircraft Industries Association, the National Aeronautics Association, the Army Air Forces, the Navy, the Aviation Distributors and Manufacturers Association, the Civil Aeronautics Administration, the Air Power League, the National Aviation Trades Association, the Aeronautical Training Society, the Air Transport Association, the Air Force Association, the National Advisory Committee for Aeronautics and other groups.

The Joint Aviation Operations Committee, which includes these groups and others, has agreed on a policy, not yet formally approved, which is concise to this:

Two sanctioned air shows a year, one on the East Coast and one on the West Coast, with industry participation and probably to be staged by the Aircraft Industries Association. Present plans are to stage one show this year. The location has not been decided.

One authorized air race a year. The NAA, governing body of sport-

ing aviation in the United States, has issued an official sanction for the National Air Races at Cleveland over the Labor Day week-end, Aug. 26-Sept. 2. The sanction was signed by William B. Engert, NAA president, and Frederick C. Crawford, president of the race and of Thompson Products Corp.

Under terms of the sanction the races will be conducted according to the regulations of the Federation Aeronautique Internationale and performance marks set will be automatically eligible as national and international records.

Opposition Squelched—The proposal to sanction one authorized air race a year is expected to meet with considerable opposition as it affects several proposed events. An air race, of course, is not of any value for record-making purposes unless sanctioned by the NAA.

Another proposition tentative-

ly agreed on is for 45 regional or state air meets a year. The distinction between meet and race is that at a meet the emphasis is on educational activity with competitive activities included. At a race the competitive aspect is paramount.

Would Feature Ground Displays—These regional or state meets might have some races, but they also would have ground displays such as would be seen at a strict air show. Manufacturers would be permitted to participate and dealers and distributors would be encouraged to do so.

Non-recurring activities, such as the Milwaukee "Centennial" this summer, will be regarded by the group as things apart and not be outlawed because the maximum number of shows, races or meets already had been scheduled.

"Blacklist" Opposed—West Coast airframe company promoters, in recent closed sessions of the western region AIA, disapproved of the AIA recommendation that member companies participating in other than AIA-sanctioned shows be excluded from participating in air shows for 12 months.

The AIA proposal actually was that local participation be prohibited as a consequence of noncompliance with local community regulations would be necessary. Sanctioning pro-



NAA Sanctions Cleveland Races: William B. Engert, president of the National Aeronautics Association, and Frederick C. Crawford (left), president of the National Air Races, discuss the annual meet to be held at Cleveland Aug. 26-Sept. 2 as Col. Reese Turner (center), winner of many National Air Race events, looks on.



SEABARK ON WHEELS:

The Navy's Curtiss SC-1 Seabawk, originally designed for catapult operation with ships, is shown here in a conversion to wheel landing gear.

redoing was left as a matter of detail.

Fear Too Small Rules—Concern has increased among some manufacturers over establishing a policy now which might become too inflexible because of the language of the rules. The suggestion has been made that the personal aircraft manufacturers had most to gain from shares and that they be

allocated largest share of space.

Discussion in the industry has indicated the impossibility of a large meeting involving all show providers. It was agreed, then, among the manufacturers that a committee be set up consisting of the chairman of the eastern and western regional executive committees of the group, the chairman of the Personnel Aircraft Council, the executive director of the AIA, and the manager of the Personnel Aircraft Council, to handle the matter.

West Coast Action—On the West Coast there was a feeling that individual member companies should be free to participate in non-assigned AIA shows if they so desire that a special AIA committee be created to guide policies covering two separate AIA-sponsored shows that a show director be hired on a one-year contract for a fee not to exceed \$10,000.

After disapproving of the penalty proposals, western presidents indicated marked interest in participating in a show to be staged in Los Angeles June 1-3 by the Los Angeles Examiner.

Three Aviation Conferences Scheduled in Milwaukee

Three joint aviation conferences sponsored by the National Aeronautics Association will be held this summer in Milwaukee during the period of that city's "Centennial" celebration.

A conference on private flying is scheduled for July 25-27, on air week training for July 28-30. The third, the Short Airport Users Conference is slated for the week beginning July 18, and will feature displays and discussions of airport construction machinery and equipment.

Job 'Superseniority' Policy Due Soon

House Subcommittee proposes revision to protect employees before Court to rule on new claim.

With an employment disaster—ever problem possibly more acute than any other industry, aircraft companies have been given some hope that a universal and humane policy may be forthcoming soon as one of the most aspects of that problem, the "superseniority" rubric of veterans.

A subcommittee of the House Military Affairs Committee has completed hearings on a bill that would relieve veterans from liability for retroactive pay when they were following the terms of the Selective Service Act. In addition, the Supreme Court has decided to review a case in which a veteran lost his job because of loss of sufficient seniority and sued his employer.

Question is Vital—The abnormal expansion of personnel in the aircraft industry during the war has created the "superseniority" job rights a particularly tiddish question in the industry. The Selective Service Act guarantees a veteran his old job and Director Lewis R. Harboley told the committee that the veteran must get a proportion of other factors.

Industry employees prior to 1943 or 1945 who later went to war were permitted only a small part of the postwar. Service all veterans have agreed to come back in service as part of a man's total seniority time, therefore these early discharges probably have made serious to retain their jobs. But Harboley's view applies equally to a man who went to work for an aircraft firm in 1943 and was drafted in 1946. He must get back his job even though he may acquire a non-veteran with more years' seniority.

Claims Split—In several legal cases, courts have split, some upholding Harboley's view, others ruling that the deciding factor must be seniority alone.

The greatest worry is the situation for the industry is that an employee who loses his job, and is rehired later because of a court decision, must be given pay retroactive to the time of his dismissal. H. R. 5580, sponsored by Rep. Walter G. Andrews (R. N. Y.), expects an employer from that penalty when he has been following either the Selective Service ruling or a court decision.

Army, Navy Strongly Criticize Patent Provisions of Science Bill

Patterson, Kenney letters opposing proposals are not mentioned as measure is reported out by Senate Military Affairs Committee with assertion that existing law would not be changed.

By WILLIAM KROGER

Despite an attempt in the report of the Senate Military Affairs Committee to place over the patent provisions in the bill to establish a National Science Foundation, the Army and Navy have expressed strong opposition to the procedure proposed for handling of patents arising out of research and development contracts.

No mention was made of the superseniority problem when Sen. Robert Tamm (D., Wash.) reported out the bill to the Senate floor. Rather, the report stated: "The proposed legislation makes no mention of existing patent laws." Previously, the report of the subcommittee had held hearings on the bill (declared that other consultation with many experts, it was believed that "a completely adequate formula" had been developed.

Patterson Critical—A letter from Secretary of War Robert P. Patterson, written a few days before Sen. Tamm made his report, was particularly pointed in its criticism of the patent provisions of the measure, although favoring enactment of the legislation if recommended changes were made.

The endorsement part of the bill specifies that all inventions should be available to the public on a non-exclusive and royalty-free basis except when otherwise provided in the contract. And a Government agency could permit a contractor to retain patent rights only when the agency made a finding that the research and development work could not be undertaken on any other basis, or when the contractor had made previous contributions to the development of the invention through research financed by the contractor. In all cases, the Government would have to be granted a non-exclusive royalty-free license.

Double Edged—Patterson's letter expressed doubt that it would be possible to place research and development contracts with "exclusive" contracts under the terms of the bill. Further, he declared,

would have to renegotiate all their existing research contracts.

Primarily because of the patent features of the research proposal, it is not believed it can be enacted before the summer session of Congress, although Senate Majority Leader Barkley has promised early action.

Raymond, Hixon Named To Fill NACA Vacancies

Arthur C. Raymond and Harold M. Hixon have been appointed by President Truman to fill vacancies on the National Advisory Committee for Aeronautics. The vacancies were created by the appointment of Dr. William F. Durand, Professor Emeritus of Mechanical Engineering at Stanford University, and of Dr. Edward Warner, now president of the National Council of the Professional International Civil Aviation Organization.

Raymond is president of the Institute of Aeronautical Sciences and vice-president in charge of engineering at Douglas Aircraft Co. Hixon is chief engineer of the Airline Division of General Motors.

There are 18 members of the NACA named by the President and serving without compensation. Dr. Jerome C. Threlkord is chairman.



CONSOLIDATED'S VA-41:

General arrangement of the Consolidated Valiant VA-41, a close-support plane (AVIATION NEWS, April 13) powered by a 2600-hp Pratt & Whitney engine. First flown in January, 1944, it has a maximum speed of 263 mph and a cruising speed of 208. Four 37 mm cannons and four 50 caliber machine guns were installed in the wing. Combat range is 830 miles, service ceiling 37,000 feet and gross weight 24,150 lb. Wingspan is 54 ft, length 45 ft 6 in and height 12 ft 11 in. (Photo on Page 3).

PRIVATE FLYING

Private Aircraft Manufacturers Facing Severe Material Shortages

Lack of fabric, one of most critical items, likely to set back production of major companies; stockpile left from war now is virtually exhausted.

By ALEXANDER MURKIN

Private aircraft manufacturers are facing one of the most serious material shortages in years, with prospects that it will worsen. Lack of airplane fabric, one of the most critical items, is likely to set back production plans of the largest producers of lightplanes, most of whom use the material for wings or fuselages.

Have Only Small Supply—An industry spokesman revealed that current fabric requirements at lightplane builders are about 100-200 yds a week. Few of the manufacturers have more than a two or three week reserve.

The fabric situation is complicated by the fact that one manufacturer supplies about 90 per cent of the total domestic need. Fabric makers that far have been drawing on a stockpile left from World War II.

war contracts, but it is virtually exhausted. It is estimated that during the next three or four months, the fabric makers will not be able to supply more than 30 per cent of the airplane manufacturers' requirements through new production.

Sergeant Supplies Scattered—An Air Corps source at Dayton is said to have 333,304 yds of airplane fabric in stocks, scattered about the country in small lots. Washington representatives are seeking to have the Civilian Production Administration channel this material exclusively to the airplane companies that in view of pressure from clothing manufacturers and public outcry for more fabric to make clothing there is doubt as to whether this will be done.

The situation may be eased, however, if additional fabric now in

Collective Ordering?

Collective ordering by aircraft manufacturers is under a shadier study of material, is being studied in one answer to the current aircraft materials shortage.

The Aircraft Industries Association last week sent out letters to purchasing agents of the major light-Craft airplane manufacturers, and presumably later to the West Coast plants asking them to do the need for some form of collective purchasing.

It is likely that a meeting to discuss a purchasing plan will be held soon if industry reaction is favorable.

the government agencies' assistance is desired, and War Assets Administration is investigating this possibility at the urging of industry.

Regulations Add To Problem—Still another factor which aggravates the fabric situation somewhat is a CAA regulation which limits several weeks ago which revised specifications to increase tensile strength requirements for fabric, necessitating changes in looms and a slow-down in manufacturing. It is understood that this revised regulation will not be effective however until the present stock of materials is used.

Other Shortages—Other shortages of materials include:

- ▶ **Flywheel**—one of the principal airframe covering, almost as critical as fabric.
- ▶ **Aluminum sheet**—manufacturers now are purchasing deliveries 18 to 12 months from the date of order, with a commitment of a minimum order of 10,000 lbs.
- ▶ **Sheet steel** in certain types.
- ▶ **Electrical supplies.**

A factor in the overall shortage is the fact that many firms which were suppliers to the AAF during the war have reconverted to non-aeronaut products and are refusing to accept aviation orders.

Report Hughes May Build Rocket 185's

The Johnson Rocket 185, which last week received an approved type certificate from CAA, moved up several notches in its standard in the personal plane field as the basis of reports from Ft. Worth that Howard Hughes was negotiating

for rights to build the Rocket in his newly-acquired Calver City plant. Hughes was quoted as saying he had looked over the small plane field and the Rocket was his choice. It was proposed S. B. Johnson, president, last proposed a deal under which Hughes would build 1,000 of the planes in the remainder of 1948.

Performance Is Excellent—The Rocket has been regarded as one of

the most attractive, high-performance personal planes in the market, but the ability of Johnson Aircraft Inc. to produce it in large quantities has been a major factor.

However, at Hughes, who has had long experience in plastic plywood aircraft construction, got into the picture, the plane's prospects for mass production are improved considerably.

Bendix Using Three Lightplanes In Demonstration-Test of VHF

Series of flights in various parts of the country will show flightweight line and check for regional acceptance problems; first, held at Newark, demonstrates set so advantage.

A series of flights to show the advantages of VHF radio for the private flyer, and to obtain additional information about VHF reception in various parts of the country, was started by Bendix Radio, Baltimore, with a demonstration at Newark airport.

The company plans to use three lightplanes, all equipped with Bendix Flightweight radio transmitters, receiver and direction finder loops. They will operate from the base field at Baltimore and from the West Coast branch at Glendale, Calif., visiting all the principal lightplane manufacturers and all Bendix "Master Service" dealers throughout the country.

First Demonstration Details—In the first demonstration at Newark Radco Colvin, flight engineer, piloted a Bendix-equipped Cessna to demonstrate VHF air-to-ground communication.

Calvin took off from the airport, reporting his position, time, etc., every 10 miles until he reached a point 45 miles from the field. At the end of the out-leg he made a series of circles losing altitude and broadcasting to show how the 20-watt vertical transmission antenna kept the signal from fading as the plane changed direction. Fuel was barely perceptible and contact was maintained throughout the turn and down to 1,000 ft altitude. No repeats were necessary.

"Radio-Drop" Shuts—The demonstration also included a 10-minute circle of the airport, with radio contacts at various points on the circle, followed by a series of steep banking turns and a 1-mile circle of the field at 500 ft. The test was made more severe because of the

location of a nearby Army control tower, operating on a close frequency.

Written extending the demonstration could bear some "spill-over" from the Army interest in a ground VHF receiver set up for the demonstration, but it did not seriously affect Calver's check calls. Calver used 121.9 and 121.5 meg frequencies in transmission, while the Newark tower used 224 mc to talk to the plane.

Recordings Used—Bendix representatives completed the demonstration with recordings of tests made at Baltimore when the plane went out in a series of circles down the airport and followed a similar pattern of maneuvers and check calls.

Dealers Listed

The national flight demonstration tour of Bendix Flightweight-equipped planes is being arranged in cooperation with dealers. Persons interested in winning a demonstration only check the dealer in their section for details. Dealers are:

- ▲ **Ark** Enterprise, Inc., 633 Main Bldg., Denver, Airport Sales & Service, Inc., 6100 40th Ave., S.W., Seattle.
- ▲ **Atlanta** Aviaton Corp., 35 W. 42nd St., New York (operator of the recent Newark show).
- ▲ **Atlanta** Aviaton Service, DuPont Airport, Wilmington, Del.
- ▲ **Boston** Shore Aviation Corp., Dorset City Airport, Dallas Area Service, Love Field, Dallas; Graham Aviation Co., Alhambra Co. Airport, Pittsburgh, Grand Central Airport Co., Glendale, Calif.
- ▲ **Denver** Air Services, Gen. Mitchell Field, Milwaukee.
- ▲ **Elmhurst** Aero Supply, Cresskill, N. J.
- ▲ **Florida** Aero Supply, Inc., Palm Aia, Calif. (Palm Aia, N. Cal. Service, Inc., 2000 S. Main St., Los Angeles, Calif.; Hootier Airport, Indianapolis; 2075 E. 10th Road, Hacky River, Ohio; Phil-Whelan Airport, Wooding, Ind.; and 244 Richards Road, Kansas City, Mo.; Service Aviation Corp., 418 Shearman Bldg., Washington, D. C.; Seattle Air Services, 10000 Mainline Airport, Seattle; Southern Airways, Inc., Atlanta Municipal Airport, and Western Airways Service, 1004 N. E. Union Avenue, Portland, Ore.



HOWARD GETS CERTIFICATE:

Howard E. Howard, second from left, president of Hawthorne School at Aeronautics, Oremburg, S. C., recently was awarded an AAF Training Command Certificate of Service, in recognition of the school's work in training 1,826 American and French aviation cadets in 330,323 hours of flight, from Oct. 4, 1942, to Oct. 12, 1945. Hawthorne was the last military contract school in the country to terminate its military pilot training program. Shown left to right: Sam E. Monahan, former school training superintendent, now manager of Hawthorne Aeronautics, Howard, Col. Preston Pender, Turner Field (Ga.), commanding officer, W. R. Beldrick, Hawthorne treasurer and general manager, Earl Wagner, office manager.



Bendix Demonstration; Radco Colvin, Bendix Radio flight engineer, clears for takeoff to begin first of series of flight demonstrations of new Bendix Flightweight radio, at Newark Airport. Note direction-finder loop mounted above cockpit, receiver speaker just behind pilot's head, Bendix remote antenna running back to stabilizers and 20-watt vertical antenna roof for transmission.

CAB Due To Revamp Method Of Investigating Air Accidents

Anticipated increase, due to growing use of airplanes for transportation, plus growing demands for Board's attention to other matters, are factors in development of new policy.

A revision in the method of handling aviation accident reports by the Civil Aeronautics Board, expected soon, is seen as a logical development of the rapid growth of civil aviation.

Factors entering into the revision of the existing system of handling accident reports include:

• The rise in the number of individual accidents which is inevitable with the increased use of airplanes both for personal flying and airline transportation.

• The pressure of other demands on the time of CAB, which prevent the board from giving the consideration as a body to individual accidents which it formerly gave.

• Studies show that last December, CAB received each accident report as it was prepared by the Civil Safety Bureau's investigators, and established a probable cause for the accident which was published with the accident report. At that time, however, the board

has not returned any findings as to causes of accidents, merely because of the lack of time in which to consider them.

Safety Bureau officials are beginning to question the value of ascertaining the details and probable cause of each accident to the public unless the case has some significant angle which can be used in preventing similar future accidents. Studying and classifying accidents according to causes and results, it is believed, will be of more use in future accident prevention.

• Will Answer Specific Request—During the interim, until the revision is completed, CAB will send out a report in response to a specific request, providing the established facts surrounding any individual accident case, but not including a statement as to probable cause. In the past the board always has considered it was its duty to establish probable cause for

accidents, without delegating this responsibility to its employees. There is a possibility that delegation of this authority to the investigators might be a temporary solution to the problem.

However with the growth of aviation, and the inevitable accompaniment of more accidents, even this arrangement still would place a heavy burden on the staff in investigations, which now is expected to make personal investigations of every air accident in which there has been a fatality, serious injury, substantial damage or fire.

• Under Duplication Scheme—There is some thinking in government circles that there is undue duplication of investigation between CAB accident investigations and CAA's safety regulation agency, and that there still will be further duplication with state aeronautical bodies as these are established.

One suggested plan is to establish certain standards of accident investigations which now is expected to the state agencies. They presumably would use state pilot investigators. CAA would control the federal agencies acting as spot-checkers on the state enforcement groups, sending investigators in on any case which had any unusual aspects. Presently CAB or CAA staff conduct a training school for state investigators, as was indicated by CAB Member Gerald Ryan recently at a meeting with the National Association of State Aviation Officers in St. Louis.

• Would Not Mean Staff Cut—Such a trend, it is believed, would not result in a cut in present CAA or CAB personnel, but it would inevitably bode for any large army of CAA and CAB inspectors who would be duplicated work which would be carried on in the states.

Advocates of delegating the routine investigation work to the states draw a parallel between the Federal Bureau of Investigation relationship with the state and local police officers and their present



NEW GLIDER RECORD:

A new national endurance glider record for two-place sailplanes was established April 9 by Franklin E. Burt (rear left) and Richard Powell of Silverdale Aircraft Corp., Elmer, N. Y. They flew the SGU-2-25 39 hrs 3 min., according to a 1948 record of 9 hrs. 17 min. set by Burt and Paul A. Boverman. The pilots executed auto-freezing temperatures and held-breath and at one time had to drive the glider with open spindles to avoid being drawn into the clouds by a strong thermal action. They are pictured at completion of the record flight. The sailplane, which has a 63-ft wingspan and weighs 616 lbs empty, is going into production in May as the first two-place utility glider available to the public, the company announced. Previous two-place gliders on the market have been high performance sailplanes, not suitable for beginners, the announcement read.

National Safety Contest Organized By Piper

A national safety contest to reduce fatal accidents has been announced by William T. Piper, president of the Piper Aircraft Corp., Lock Haven, Pa.

Under terms of the contest a specially designed Piper Cub trophy will be presented by each of the 1,500 Piper dealers to the pilot on his field who is its master. This

has the greatest number of hours without an accident of any kind. The first contest will end Sept. 30.

Mr. Piper declared that over 80 percent of accidents in personal planes "are caused by their lack of attention as the pilot pilots and by ignoring the few safe emergency rules which make flying an airtight as the pilot wants to make it, which often then drives a car."

Six Loss Certificates For CAR Violations

Six loss certificates of six airlines were revoked and those of four others suspended as the result of recent Civil Aeronautics Board investigations of Civil Air Regulation (CAR) violations.

Statements of the cause and consequences based action follow:

REVOCACTIONS:

• **Wright Douglas Morgan** student pilot, "Burrhead" a house of an airplane registered to the U.S. Army, Army, and for flying between Chicago and Gay, Ariz. was suspended for 30 days because of his flight instructor who had not placed a written instruction and was not placed in flight, but certificates were not properly issued for each flight. Loss of CAR sections 40.10, 40.10, 40.10, and 40.10. Certificate revoked.

• **Donald Douglas** student pilot, "Burrhead" a house of an airplane registered to the U.S. Army, Army, and for flying between Chicago and Gay, Ariz. was suspended for 30 days because of his flight instructor who had not placed a written instruction and was not placed in flight, but certificates were not properly issued for each flight. Loss of CAR sections 40.10, 40.10, 40.10, and 40.10. Certificate revoked.

• **William Robert** student pilot, "Burrhead" a house of an airplane registered to the U.S. Army, Army, and for flying between Chicago and Gay, Ariz. was suspended for 30 days because of his flight instructor who had not placed a written instruction and was not placed in flight, but certificates were not properly issued for each flight. Loss of CAR sections 40.10, 40.10, 40.10, and 40.10. Certificate revoked.

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SUSPENSIONS:

• **William Robert** student pilot, "Burrhead" a house of an airplane registered to the U.S. Army, Army, and for flying between Chicago and Gay, Ariz. was suspended for 30 days because of his flight instructor who had not placed a written instruction and was not placed in flight, but certificates were not properly issued for each flight. Loss of CAR sections 40.10, 40.10, 40.10, and 40.10. Certificate suspended.

Briefing For Private Flying

Pennsylvania's State Forests and Waters Department will distribute Civil Air Patrol planes and funds for forest fire spotting and detecting fire-fighting crews, George H. Wirt, chief forest fire warden, has announced. The planes will not be an automatic patrol, but will be operated as a special unit from district forests.

CORRESPONDENCE COURSE—International Correspondence Schools, Scranton, Pa., have announced a new ground-school course for private pilots. The course, is 15 units, is completed by the average student in about 150 hrs. of study, includes considerably more than the hours normally needed to pass the written CAA examination for private pilot's license.

NICHOLSON CONFERENCE—First Post-war Michigan Aeronautical Conference, to be held at Lansing, May 3-4, will develop plans for two eight-day state air tours, one in June, and the second in late September. Floyd Berra, state aeronautics director, expects more than 250 flyers, operators and students to attend the conference which also will consider Federal airport and the U.S. Navy training program. Approximately 20,000 Michigan veterans are expected to take flight training under the G.I. Bill.

ARKON AIRSHIP—Two former 10th Air Force veterans, James Sandgren and David Aronson, have opened a 1,500-ft. high ship yard outside Alameda city limits from the downtown section. Two ship buildings already have been built and two steel hangars, 50 x 60 and 30 x 100 ft., are being added. A wooden area and break are being prepared at a plank area. The field will serve interest flyers and local flight operations, but will not offer flight training.

DOUBLE SEAT-BELTS CRITICIZED—Manufacturers who are putting a double seat-belt on their side-by-side airplanes will find themselves subject to criticism by safety engineers of Aeronautical Underwriters. A recent bulletin warns that double seat-belts are not recommended, saying they do not hold the occupants firmly enough. Quoting Hugh DeHaven, Cornell University crash injury researcher, the report emphasizes the advantage of right seat-belts, reinforced in good position, fastened not to the seat but to a strong part of the structure such as a longitudinal rib. Safety of safety harnesses not cloth or shoulder straps on the average pilot probably won't have as much effect as did a similar campaign in the AAF. Such additional steps proved very effective in protecting pilots who used them.

—Alexander McNulty

Early Expansion of CAA Medical Division Seen

Early expansion of the CAA Aviation Medical Division through regional offices and development of a "branch" facility at the CAA's Aeronautical Center at Houston are anticipated by Dr. William R. Stowell, division chief, he reported at the recent Aeronautical Association meeting in Chicago.

The Houston facility will develop physical standards for aviators and investigate medical aspects of aircraft structures and operations. Later it also will provide training in aviation medicine, Stowell and Bergman indicated. Stowell was placed as a part of the CAA de-aeronautics program about a year ago, but thus far none have been established.

SPECIAL AIR SERVICES

CHARTER NON-SCHEDULED INTRASTATE

Demand for CAA, CAB Regulation Highlights Non-scheduled Meeting

100 representatives attending New York City session break all precedents, press for action to win official recognition of new industry; petition to Board now being prepared.

Representatives of the broad, aggressive post-war generation of non-scheduled operators, 100 strong and most of them veterans, held their first national meeting last week and broke all precedents in recent aviation history by demanding recognition and regulation from the Federal Civil Aeronautics Board and Civil Aeronautics Administration.

They made clear that they are not Band bus operators, as aviation has previously defined the term, and they demanded with great insistence that they be recognized as bona fide business operators who should be regulated as such.

Object to Examiners' Report—They objected to certain sections of the examiners' report as the non-scheduled men have been "because of an failure to defend the much more important non-scheduled business which has developed since V2-Day with hundreds of surplus transport flown by these war passenger and cargo transport companies."

Although their request to the Board to recognize the non-scheduled as not is expected to be granted, they have been advised by CAA to file their views. This petition is being written, suggesting "sound business well studied" regulation.

United Front—"We are presenting a united front because we do not want any death sentences by default in this industry," George Beecher, Institute counsel, told the meeting session, held in New York's Waldorf-Astoria Hotel.

All of the speakers realized that federal regulations of some kind are inevitable, and immediate, and there was an air of urgency to get the Institute organized, and compile the most constructive suggestions of the membership for speedy presentation to the Board.

Completely lacking was any atmosphere of bitterness or distrust toward Congress, CAB or CAA. It was the unanimous opinion that the Washington authorities are friends of the new industry who hope the operators themselves will take matters in their own hands before the government is compelled to act. The members of CAB were given a fair, open-minded, constructive view of the new industry and its interests of both the public and operator at heart.

No Criticism of Airlines—Despite problems at airports where the major airlines represent most of the traffic, the non-scheduled operators viewed no complaints about the certificated airlines. The first committee speaker who emphasized this emphasis with the regularly scheduled airlines' growth and prolonged airplane. Another speaker expressed the opinion that "big men like Eddie Rickenbacker and C. S. Smith are really with us in their hearts, but as directors of

big enterprises are committed to cooperative action." The question was asked, however, how much longer the members of the ATA might hold their line.

At least eight carriers or affiliated industry firms showed the original 10 members of the Institute, with tentative acceptance from another 10. In addition to the 100 registrants, the newly organized Air Cargo Association, the Pacific Coast (Long Beach), with membership of 12 California passenger and cargo carriers, was sponsoring by its president, Howard Payne, of U. S. Aviation Corp.

Proposals that the association be divided into passenger and cargo divisions received support. Two committees for these subjects have already assumed importance in the association's structure. Other airlines who have been flying both cargo and passenger thought it was too early to divide the membership rigidly into two sections. No final decision was reached.

Large Several Codebooks—While airways, proposed that CAB be asked to issue a separate cargo certificate permitting higher gross weight for itself and other differences from passenger-carrying planes. Another proposal would allow for four classes of CAB non-scheduled certificates: passenger-cargo, cargo only, contract cargo, and transport-philosophy-distant, etc.

Enthusiasm developed to open discussion for contributing enough funds to the Institute to have a complete, full-time director, who would be well enough known to position, CAA, CAB, and Congress. (Turn to page 11)



Institute Officers: Among officers of the Institute of Air Transportation are (left to right): H. J. Cook (president of Transamerica), vice-president, George Beecher, legal counsel; Gilbert Smith (Transamerica), secretary; Edmund Jackson (National Skyway Freight), a director; and J. O. Simons, executive vice-president.

Passenger Committee Report Sets Institute Policies

The report of the Passenger Committee of the Institute of Air Transportation established the policy at the Institute's first national meeting in New York last week. Because of its importance to both scheduled and non-scheduled air transport, the report is abstracted for readers of AVIATION NEWS. Robert Cook, president of Transamerica Airways, presented the report as chairman of the Committee.

The Civil Aeronautics Act . . . has fallen behind the scope of the agreement and requiring industry to regulate. Much of the concept is modeled upon precedent set by railroad commissions, public utility commissions, and IDC. Today air commerce has set its own precedent.

State laws, regulations, highways, and river courses have influence on airplane. Yet, one carrier might institute a service over a 100-mile route with termini in different states and find himself caught in a welter of federal regulations because he is an interstate operator, while another might institute service over a 100-mile route within one state and be subject to no federal regulations other than those which because he is an interstate operator. Where is the consistency here?

How unfortunate it is that remedial action proposed by the examiners fails to correct this, and only tends to make the situation more confused. If the examiners' recommendations on Decree 191 are acted upon as recommended, there can be only one answer—that the CAB plans before all other during the protection of the already certificated scheduled airline and does not, as it is expected to do, act in the public interest. It will be developed as an transport system properly adapted to the present and future needs of the foreign and domestic commerce, postal service, and national defense.

No Longer Step-Children—and argued before the Board May 25, 1946. Decree 191, the large majority of non-scheduled operators provided for complete exemption from any form of federal regulation other than airworthiness. This . . . was a national action. The non-scheduled air transport field is no longer the little stepchild of pre-World War II. It is no longer content with our conception that the non-scheduled operator performs a valuable and necessary public function, then we must look on federal recognition and regulation.

Without such regulation in the past, the large airline would never have recovered from the early disastrous financial condition in which they found themselves. Beyond their benefits, the Act proved to be an inspiration in the development and progress of scheduled aviation, for it made known to industry, state and local governments, and to the public, that the Federal government recognized the value of aviation in this country's commerce, prestige, and security. This is what the Act must do for commercial non-scheduled air transportation.

Therefore, such regulation as is enforced must be sound, consistent, well defined, as well as meaningful, encouraging, and educational.

Based on Free-Way Flights—The recommendations of Examiners Friedman and Henderson constitute a precedent, well thought-out and shrewdly planned; but it is based upon the pre-war level of non-scheduled activities. This very fact弱ens the report and threatens its stability . . . Only with proper federal

regulation and protection will non-scheduled operators survive and establish themselves in the eyes of the public as an efficient, reliable, responsible, and accurate part of the air transportation network. Whatever our economic destiny may be, it must certainly only be financial doom if the proposed regulations are adopted—specifically Paragraph C of the proposed classification and exemption code . . .

This portion of the proposed code has several stipulations, any one of which would seriously hamper non-scheduled operations, but taken together they could and would stifle completely this type of operations. For example:

"It shall be a condition to the operation as a food truck or carrier and used for the transportation of persons and property for compensation or hire to the transportation of persons or property on trips originating at the principal place of business of the carrier, and to keep operating at other points but which are destined to and principal place of business, and not as a route shall be between other points, are between points between which reasonably direct service is available by an carrier operating under certificate of public convenience and necessity issued by the Civil Aeronautics Board, except that such trips may be made on a seasonal, occasional, and infrequent basis." Trips in excess of 100 in any calendar month between the same pair of points between which reasonably direct service is available by an carrier operating under certificate of public convenience and necessity shall be deemed to exceed a seasonal, occasional and infrequent basis."

Arbitrary Limitation—This arbitrary ruling precludes the possibility of obtaining return loads to points near one's base of operations, and together with the stipulation that limits trips to a casual, occasional and infrequent basis, strikes at the very heart of an economic activity.

It is clearly evident the Board's desire to protect the scheduled airlines—but protect them from what? They are already virtually subsidized through mail contracts. Certainly this fact alone prevents any large degree of rate reduction. It is not likely that non-scheduled passenger operators will be able to compete in speed and comfort with, for instance, a Constellation.

Rather than being competitive, the non-scheduled operation is the perfect complement to the scheduled, if provided service on a year-around basis when factors exist that place its maintenance and necessity above that of the scheduled service.

Should we establish a high frequency operation between points over which no certificated air carrier provided service, and should we be required to a subsequent date to a certificated carrier, we would be compelled (under Paragraph C) to reduce year operation of the route to a casual, occasional and infrequent basis, and this in spite of the fact that we had the initiative to develop the route in spite of the fact that you planned your operation in preparation to prove the route in spite of the fact that you might have had a successful application for a certificate on the route.

To insist that, we must demand regulation which will provide an some protection, something akin to the grandfather rights awarded at the time of passage of the Act.

Announcing THE NEW Firestone Super-Flex LANDING GEAR

LOW...
IN PRICE—IN WEIGHT
IN DRAG—IN UPKEEP

HIGH...
IN STRENGTH—IN QUALITY
IN ABSORPTION—IN VALUE

IDEAL FOR RETRACTION
POSITIVE EXTENSION
ADAPTABLE TO ALL TYPES
EXCELLENT TAXIING
NO PACKING GLANDS
NO TELESCOPING TUBES

Typical Acceleration Curve record at drop test of Firestone Superflex landing gear with 18" free fall and 750 lb. load. Note excellent record secured without the use of hydraulic fluid.



FIRESTONE RESEARCH has designed, developed and perfected a new type of main and auxiliary landing gear which combines simplicity, high performance, light weight and low cost. The new Firestone Superflex landing gear consists of a vertical tube with the upper end attached to the aircraft structure and the lower end containing a controlled rubber spring-absorption unit which is connected to the wheel through a simplified linkage. The landing load is absorbed by rubber displacement and air compression resulting from the upward movement of the wheel. Recoil is positively controlled by the use of friction material.

The Firestone Superflex landing gear was especially designed for personal aircraft with maximum gross weights within 3,000 pounds.

Simplification of design, made possible by years of experience as a supplier to high production industries, affords stamping and eliminates highly machined surfaces with "expensive" close tolerances. These manufacturing economies result in surprisingly low costs.

Elimination of many parts used in

conventional landing gear permits a welcome reduction in weight.

Low oscillation rate control and damping characteristics provide excellent taxiing qualities.

There is no possibility of the landing gear sticking. Extension is positive and certain.

There are no telescoping tubes, no oil compartments, no packing glands.

Maximum overall section width and height make the Firestone Superflex landing gear ideal for retraction and permit lower center of gravity.

Clear, compact design ensures low drag in extended position.

Maintenance costs are remarkably low—service in less than one-year intervals is unnecessary, and the entire unit replacement of tire, wheel, brake and absorption unit is easily and quickly accomplished by the removal of a few bolts and nuts.

Here is the revolutionary landing gear for your new design of aircraft. The new Firestone Superflex landing gear sets entirely new standards of safety, economy and reliability. Ask about it today.



Move to the Pace of Progress
with Firestone's new VBC.

Copyright 1945 The Firestone Tire & Rubber Co.



PERSONNEL

Smith Succeeds Sewall

As President of AOS

C. E. Smith, chairman of the board of American Airlines, has been elected president of American Overseas Airlines to succeed **Russell Sewall**, released from his duties as president to undertake an important assignment for the War Department. **Harold H. Harris**, vice-president and general manager, was elected to the board of directors in place of **Seawall**. **C. D. Grossman**, vice-president, was named a director succeeding C. M.



Russell Sewall, secretary of American Airlines, **Charles A. Sewall** (left) has been named director of cargo service for United Air Lines. He has been transferred to the regional vice-president in charge of eastern operations. **R. V. O'Brien** (right), veteran air transportation, has been appointed manager of routes for United's newly organized property department. The new department will direct lease negotiations, acquisition and disposition of real property, inventory control and stock room operation.

Russell Sewall, formerly chief report editor for the Civil Aeronautics Board, has been assigned to form National Aircraft Safety Service with offices at 415 E. Western Ave., Los Angeles. The service will supplement the work of the CAA and CAB



by making available information and publications with suggestions for safety meetings, special safety subjects, personal pilot accident studies, commercial air transport accident studies, safety handbooks and papers. A limited amount of time will be available for consultation.

W. E. Ryan has been named assistant general traffic manager for Alaska Airlines, with headquarters in Anchorage. He was with Mid-Continent Air Lines and Midwest Airways, prior to joining the Air Force. **A. J. Klein-**

man has been named district traffic manager for the airline in Seattle. He has been general traffic manager for Northwest Air Lines and passenger traffic manager for the old Boeing Air Transport Co.

James H. Miller, formerly supervisor of flight service and contract administrator for Trans Aircraft Corp., has joined MacVee-Reynolds Co. in Los Angeles, makers of Ranger Aircraft Engines, in special safety representative.

B. E. Sherrill has resigned as general manager of the Aircraft Division at Willys-Overland Motors, Inc., to join Willys-Overland from Consolidated-Vultee Aircraft Corp., where he was works manager for the Pacific division. He also has been affiliated with Sperry, Chance-Vought and Southern Aircraft Corp.

Robert E. Keady, chief project engineer for the building of Lockheed Aircraft Corp.'s Little Dipper and Big Dipper experimental lightnings, was named to become chief engineer of Stanley Hilder, Jr.'s United Helicopters, Inc., in Berkeley, Calif.

C. J. Miller (photo) has been named manager of the interface and agency department of PCA after 14 years on the traffic staff of the airline. In his new post he will direct the airline's traffic activities relating to other airlines and travel bureaus and agencies. Miller has been serving as northern district traffic manager with offices in Knoxville.

Leon E. Thomas, Jr., recently with the Navy Bureau of Aeronautics, has been appointed assistant to the factory manager at Chance Vought Aircraft, in Tusculum, Ga. Before joining the Navy, Thomas was with Pratt & Whitney and prior to that with the duPont Co.



Charles H. Kessel has been named district manager of the national district, aviation and government sales division of H. F. Goodrich Co. in Los Angeles, succeeding **Joe E. Hall** who recently resigned to join Pacific Automotive Corp.

James E. Roman (left), recently with the ATC, has rejoined Eastern Air Lines and has resumed his duties in charge of the New York city port-

Fleet Resigns

Max Braken of Fleet has resigned as consultant to Consolidated Vultee Aircraft Corp. He resigned Consolidated Aircraft Corp. in Rhode Island in 1933 and was president until 1939 when the corporation consolidated with Vought Aircraft, Inc. He remained with the Convair organization after the merger as a consultant.

rejoining after **Frank H. Matthe** (right), who was with the Navy, has returned to Eastern and been ap-



pointed Great Lakes division agency manager with headquarters in Detroit. Matthe was with Eastern from 1940 until he joined the armed forces.

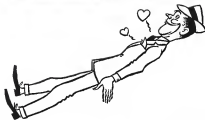
Merlin J. Stern, formerly manager of public relations for the Wright Aero-motors Corp., has been named general manager for Aviation, Aviation News, and Air Transport, Inc., who joined Wright in 1940 as editor of the magazine and employee paper, has devoted advertising and public relations for the company's seven plants. He has been with several metropolitan newspapers in editorial capacities.

C. A. Hildebrand (photo) has been appointed controller of the Ryan Aircraft Co.



Dale H. Osterman, general supervisor of the company's accounting department, has been promoted to the position of assistant to the controller.

Stewart Finkler has been appointed director of advertising and publicity for Continental Air Lines. He previously has worked for American Airlines, Lockheed Aircraft Corp., Alaska Airlines and Air Express International Agency, Inc.



MESSAGE TO A MAN FALLING FOR A PIPER CUB

Brother, we know just how you feel! You're on the brink of a great big wonderful adventure, and we don't blame you for being excited!

May we give you a little advice? (You'll be getting plenty from now on.) The finest investment you can make is the best in fuels and lubricants for your plane.

So, with pardonable pride we point

to Phillips Aviation Products. You'll find them everywhere throughout the great Middle West. And, for good reason, and a clean reason, we can supply you with plenty of Phillips 66 unleaded 80 octane fuel.

At big airports and small, look for the big Orange and Black 66 sign. It means gasoline and oil developed by a company as air-minded and enthusiastic as you'll ever meet.



[illegible]

Survey Views Aircraft Industry As Sustaining Force in Economy

Study by Standard & Poor's lists it in "Growth" category but sees early commentators as speculative; spectacular online expansion forecast, with profits outlook less optimistic.

The long-term position of the aircraft and air transport industries is appraised in a general study released by Standard & Poor's Termord "How Long Will the Boom Last," this special study examines all major industries and places the aviation group in the "Growth" category.

The advisory service again comments that, "As a rule, the equities representing growth industries are vulnerable to general depressions, even though the industry's sales may tend to resist the general trend. Successive price cuttings, narrowing profit margins, and, frequently, a trend toward lower earnings on invested capital are as characteristic of true growth industries as their sales expansion."

Outlook Summarized—The aircraft industry is considered to be a sustaining force in the general economy. The group's outlook is summarized as follows:

† Military business will be large, once a definite national policy is decided on. In all probability, production of military planes will be considerably larger in 1947 than in

Substantial deliveries of new commercial planes are not scheduled

Several planes are not scheduled until late 1946 and early 1947, when many advanced types will be in production. From then on, an annual commercial output of \$250,000,000 to \$300,000,000, including copiers, can be expected for at least three years. Even thereafter, volume should be large.

■ Total aircraft sales of between \$1,800,000,000 and \$1,900,000,000 will compare with negligible amounts in pre-war years. In other words, a new major industry has been added, with its long-term growth trend still to be defined.

their relative positions are more clearly marked out, commentators in any individual house will entail considerable speculative risk.

Spectacular Airline Growth Seen—A spectacular growth for the airlines is predicted with the profits outlook less rosy. The estimate is advanced that the domestic airlines will be flying 7,800,000,000 miles by 1980, or three times the 1964 total.

The earnings 2018, however, is expected to be much less spectacular. Standard & Poor's believe that in "order to attract even-increasing traffic, the lines will continue to shave rates, more in the industry believe the recent reductions were premature. Expenses will continue to rise as more and larger equip-

ment is introduced, making the line vulnerable to declines in the lead factor below the point of most efficient operation. Finally, wide increases in the industry's capitalization will be required to finance the expansion ahead. Indeed, it may be that capitalizations will at times outrun the growth of applicable

Warning Given.—The service cautions that, "in view of the extent to which airline stocks have outdistanced both the general market and airline earnings, they are highly speculative and cannot be recommended on the basis of the usual investment yardsticks. For those willing to accept a degree of risk, however, American, Eastern, Northwest and PCA are suggested."

Interestingly enough, Merrill Lynch, Pierce, Fenner & Smoot, recently have removed their recommendation "most attractive" for American Airlines. This action was attributed to the very sharp advance in the price of the carrier's stock. The stock exchange firm comments: "... it is doubtful if its performance in recent periods

will continue so extraordinarily favorable.¹⁴

Added Emphasis Given—Added emphasis to the current airline earnings picture is afforded by the comments of W. A. Patterson, president of United Air Lines, at the company's annual meeting.

He said profits in 1966 will be substantially lower than in 1965. The company further expects to use some financing soon to meet the expenses of a proposed \$22,000,000 expansion program over the next 12 to 18 months. That financing probably will take the form of bank loans and will subordinate the existing equity.

Officials Continue To Sell Holdings

Aircraft company officials continued to liquidate short holdings during the month of February. This is revealed in the summary of transactions recently released by the Securities and Exchange Commission.

► Raymond B. Pruitt sold a total of 5,000 shares of Aviation Corp. during January and February, leaving 37,546. C. Coburn Darling sold 500 shares of the same company retaining 17,500. More options are issued to Avco officers also are in evidence. Irving B. Babcock and Carl Kindt both received options to purchase 33,800 shares of the company's common stock.

*Sherman M. Fairchild outlines to liquidate his holdings, selling 11,500 shares of Fairchild Engine & Airplane, keeping 118,000, and 40% of Fairchild Camera & Instrument retaining 75,000

PT A. Wells sold 1,200 shares of Beach, holding 1,324. Charles E. Dana liquidated 908 Carlinco-Weirco stock, releasing 180. J. E. Sorensen disposed of 780 shares of Pipe Corp., holding 1,000. Swan's Investment firm is acting as the underwriter for a new stock issue to be sold by Pipe.

It was also revealed that Richard W. Miles, upon becoming vice chairman of Northrup, owns 636 shares of that company's stock.

There was more baying than selling in the African group.

• The Haggen Tool Co. appears to have resumed its buying of TWI stock, purchasing 3,300 shares, bringing its total holdings up to 437,300.

*Charles E. Beard bought 900 shares of Eastern to increase his interest. George Howell purchased 500 shares of Eastern.

Can You identify this new transport?
See second paragraph below.



One major **AIRLINE** can profit
by this wealth of **ADVERTISING**
 **EXPERIENCE**

Let us show you our "Blueprint for Successful Airline Advertising" . . . a study based on 18 years of getting results for aeronautical advertisers

There's one major airline . . . whose expansion program demands advertising geared to send pay load skyward . . . this sales-minded advertising agency offers an exceptional combination of experience, knowledge, vision and skill. We know flying . . . know how to sell it . . . have been doing it successfully since 1938.

Here's one example: This agency produced the fast-moving magazine and newspaper campaign which, starting from scratch last September, has helped win rapid and

*To date, airline purchases of Medallion are limited to transport within France, Europe & Britain, Iceland, Russia, French-speaking Canada, United States.

unleashed acceptance* for Maria 3.0's. We'll show you more examples of successful campaigns produced for other advertisers with the "Influence."

But the "Blueprint" goes beyond success stories. It shows where and how major outlets are spending their advertising dollars . . . gives latest available figures on their expenditures . . . shows copy appeals and media they are using. It presents an analysis of the public mind on air travel . . . and an analysis of airport' minds and processes on air.

freight. From such facts and figures, plus our 18 years of successful experience on the inside of aviation, it draws definite conclusions... which blueprint the basic course for giving your airline more traffic and more profit on advertising dollar invested.

We're ready to show the "Blueprint for Successful Airline Advertising" to airline top executives . . . and we promise that you'll find the time well spent. No obligation. Please or write to Wilbur VanSant, president, and name a date that will suit your convenience.



SEABEE CONSTRUCTION DETAILS

Engineers' drawing shows relationship of major construction components of Republic's four-place Seabee amphibians.

which are turbines driving propellers and developing approximately 1,000 hp each.

The plane has a span of 65 ft, overall length of 32 ft, 1 in., height 19 ft 6 in. and a cabin volume of 174 cu ft. Width of passenger seats between centers of the aisle is 21 in.

► **Performance**—It has a maximum weight, maximum cruising speed of 210 mph, and will test models up to 3 ft by 3 ft. It is fully equipped with the latest type measuring instruments.

Corp. The tunnel originally was built for purposes of research and development by Vega Aircraft Corp., Lockheed subsidiary. It has been moved to Cal-Aero's campus at Grand Central Airport, where it will be used by advanced students in Aeronautical Engineering Dept.

The tunnel is 45 ft long by 12 ft wide and will test models up to 3 ft by 3 ft. It is fully equipped with the latest type measuring instruments.

El Segundo Engineering To Be Shifted to Plant

Return of Douglas Aircraft Co.'s El Segundo, Calif., engineering division to the El Segundo main production plant adjoining Los Angeles Airport is expected to begin soon.

Since 1942 the engineering division has occupied quarters nearby two miles from the factory as a wartime security measure.

When the move is completed the division's present buildings will be taken over by the South Bay Area headquarters of the Civil Aeronautics Administration, now located in Santa Monica.

Cal-Aero Tech Acquires Lockheed Wind Tunnel

Cal-Aero Technical Institute (formerly Carver-Wright Technical Institute) at Grand Central Airport, Glendale, Calif., has acquired a wind tunnel as a major addition to its Engineering School laboratory. Donated by Lockheed Aircraft

1946. The dividend is payable May 15 to stockholders of record May 2, 1946. A payment of the same amount was made to common stockholders for the previous quarter.

All outstanding shares of \$1.25 cumulative convertible preferred stock were called for redemption on March 5, 1946. Prior to that date 162,716 shares of preferred were converted into common stock, and the balance of the preferred was redeemed for cash. The entire outstanding capital stock of the corporation now consists of 1,570,285 shares of common stock.

Navy Evolved Sonic Test For Bubbles in Bearings

German aircraft engineers had developed a simple sonic means of detecting the presence of air bubbles between the lining and metal shell body of bearings. It was reported by the U. S. Naval Technical Museum which went to Europe to study German production techniques.

Testing is accomplished by the measurement of a sound beam sent through the bearing by a 19-megacycle oscillator. The bearing is placed in a jig in such a way that the beam passes through the bearing in a radial direction. As the bearing is rotated the sound is directed on a section. A sudden drop in the meter reading signifies presence of an air bubble.

The report is No. 1432, "A German Supermarket Method of Testing Aircraft Bearings" and is available at \$5 from the Office of Publications, Department of Commerce.



FIRST FACTORY INSPECTORS:

Peter Arendt Corp., among the first aircraft manufacturers to qualify under the new CAA, rubs permitting company employees to be sworn in as Domestic Manufacturing Inspection Representatives, soon to step the company to mark the spot. Left to right are: J. G. Reine, chief of the CAA Manufacturing Division; A. W. Henshaw, CAA Senior Aircraft Factory Inspector; T. V. Wild, P. vice-president, and Peter Arendt's Inspector Edward C. Markle, William P. McCann and Jesse Kunkle.

TRANSPORT

Presidential Action Anticipated To Forestall TWA Pilots' Strike

Expected to appoint emergency board to prevent interruption of commercial air travel, set for this week, would be fact in ALPA's 36 years of existence.

By BLAINE STUBBLEFIELD

The President is expected to appoint an emergency board to forestall the TWA pilots' strike, due to start sometime this week.

Spokesmen for the airline wage committee said both the committee and TWA fully expected to settle differences in the pilots' demand for higher pay on May 15, and reported settlements in domestic and foreign service.

► **Lockout, Discarded**—Possibility that TWA would have discarded an earlier plan and let the strikers go was unanimously discarded although the possibility of one airline recently negotiating with ALPA privately threatened to establish a four-engine short-haul school and discharge union pilots.

ALPA's strike call is the first in its 36 years of existence. The Railway Labor Act which covers airline employees, and which has kept labor peace on the rails for 25 years, now is faced with a test of its efficacy in air transportation.

► **Line Declines Comment**—TWA officials declined comment, saying the airline would concentrate its responsibility both for further strike avoidance and for all public information concerning it. TWA is one of 11 airlines which recently gave power of attorney and full responsibility to the committee for airline wage policy on less as well as four-engine operations.

David L. Debeaux, ALPA president, refused to comment on the committee, insisting that he is dealing only with representatives of individual airlines, as in the past. A representative of the individual airline is negotiating always a parent at conference, but the committee's authority has been recognized by the CAB and the Justice Department although not entirely by the National Mediation Board.

► **Step Up Outland**—Under the Railway Labor Act, either party, after failure to settle a dispute, may

involve mediation by NMB. On failure of the step NMB tries to get them to arbitrate. These efforts have now failed in this case.

If the President now fails that the effective forestall interruption of interstate commerce he may appoint an emergency board, which has 30 days in which to investigate the case and recommend terms of settlement. The parties then are pledged not to strike for 30 more days. There is no compulsion an either side during the 30-day period, and at its close parties again are free to act.

► **Industry Viewed As Responsible**—Industry reveals widespread opinion that most pilots considering training required hours of work, responsibilities and the fact that these would be working employment, so already equitably paid. ALPA wants to lower the work month from the current 15 hours (War emergency bonus has 100 hrs.)

Rebeker, at a recent press conference, said that salaries of \$19,968 to \$44,648 per year had been proposed on the bargaining table. Some first pilots on four-engine domestic operations are earning \$1,800 monthly, but the average is



INSIGNE REDESIGNED:

Eastern Air Lines' well-known flying "black hawk" insignia has been redesigned and moved from the nose of its transports to the tail, as shown above. The bird is as red against a blue and silver background.

\$175, he said. Co-pilots, commanding about half of ALPA's membership at \$480, get much less. His argument for the increase especially contains the larger earning capacity of the new four-engine airplanes. TWA employs about 1,800 pilots on 25,773 route miles.

► **Eliza's Vote Reported**—The strike vote, obviously taken under duress, is reported as 802 to 4, leaving about 175 not voting. Pulling of TWA pilots would be investigated as a matter of routine by the emergency board.

Indisputable of service on TWA would seriously interfere with both domestic and foreign commerce and would overwork and disrupt the schedules of many other airlines. Industry spokesmen say ALPA is trying to gain its ends by striking one airline after another. They add, however, that Rebeker now is on the telephone, as public opinion will swing against him in emergency proceedings.

► **Situation Confused**—He says ALPA has made extensive efforts for eight months toward peaceful settlement. He says that on last February 12 TWA accepted a proposal of arbitration, but withdrew it on March 12. Ralph S. Danson, chairman of the airlines wage committee, states that as late as last April 3 the mediation board recommended arbitration to both sides and that it was promptly accepted by the airlines. No information received as the pilots' attitude was the strike call, he said.

Contract Deadlines

Dates on which 35 airline pilot contracts, with more than 250 amendments, are due for possible further amendment:

Continental, Dec. 31; American Overseas, Dec. 1; Braniff, July 1; Chicago & Southern, July 25; Colonial, Aug. 1; Continental, Sept. 1; Delta, Aug. 1; Eastern, July 25; Island, Jan. 15, 1947; Mid-Continent, June 30; National, Dec. 31; Northwest, Sept. 30; Pan American, Oct. 31; Pan Am, Jan. 15, 1947; TWA, Nov. 31; Delta, United, Sept. 30; Western, Nov. 15.

Bermuda-Type Aviation Agreements Attacked By Senate Committee

Commerce votes 17-1 to adopt resolution asserting bilateral executive pacts are illegal and unconstitutional; President is expected to request Attorney General for ruling.

The Senate Commerce Committee last week dropped a bomb on the international aviation structure being built up by the Civil Aeronautics Board and the State Department through bilateral executive air agreements.

By a 17-1 vote, the committee adopted a resolution declaring the Bermuda agreement with Great Britain and all similar executive air agreements illegal and unconstitutional.

- Two Methods Outlined—The resolution set forth the two exclusive methods by which foreign airlines may obtain operating privileges to or within the U.S.
- By application for certification to the CAB, under the 1938 CAA Act, the executive agreement, foreign airlines may obtain certification for U.S. operations from the CAB, with the approval of the President, after public hearing before the Board at which interested American airlines present their views.
- By treaty—All international air agreements (including the requirements of the 1938 CAA Act, after public hearing prior to the granting of foreign airline operating rights to the U.S.) must take the form of treaty, subject to the

approval of the Senate.

If the doctrine of the powerful Senate committee is heeded by the executive branch of the government, there appear to be three alternative developments:

- Nullify the Bermuda and French agreements and require the BOAC and Air France to apply to the CAB for certification.
- Scrutinize the Bermuda and French agreements to the Senate, as treaties, for ratification.
- Or do nothing—pending further action.

The resolution is in the nature of a threat to the executive branch of the government, but imposes no legal obligation upon the executive branch to follow its dictates.

Captain Goodrich—Chairs of the resolution, authored by Sen. Owen Brewster (R., Me.) are being distributed to the President, the State Department, and the CAB.

The wide disparity in the resolution, it is understood, was Sen. Claude Pepper (D., Fla.) Sen. Warren Magnuson (D., Wash.) was absent during voting on the resolution, but reportedly favors it.

At a press conference following the Commerce committee session, Sen. Brewster said he expected the

President, the State Department and CAB would give "serious consideration" to the viewpoint it expressed.

Ruling May Be Asked—As a result of the Senate Commerce Committee action, the President is expected to request the Attorney General for a ruling as to the constitutionality of executive air agreements drawn along the lines of the Bermuda and French agreements.

Should the Attorney General rule that Bermuda-type executive agreements are constitutional, the executive branch of the government, it is expected, will retain the viewpoint of the Senate Commerce Committee and stand pat in the plan to extend world-wide U.S. airline operations through bilateral executive negotiations with other countries.

Only One Alternative—Is the prerogative of the President, the Senate Commerce Committee would have only one means of compelling its viewpoint on the executive branch by way of law. This would

McCarran Bill

The Senate Commerce Committee is slated to take hearings on the revised McCarran "All American Flag" bill May 30.

The revised measure makes two major changes in the original measure, which failed to get a favorable report from the committee by the President in a report to the Senate Commerce Committee.

Instead of limiting only existing air carrier interests to participate in the voting stock of the proposed "national company," the revised bill would open the doors for participation to railroads, shipbuilders and other transport interests. (The Interstate Commerce Commission has already expressed the proposal in a report to the Senate Commerce Committee.)

Instead of laying out the stock structure of the proposed "national company," the revised measure delegates this function to the Civil Aeronautics Board, stipulating an existing structure which would not give any existing airline interest control over the proposed company.

Assures Continuity—The latter change was worked out by Sen. Pat McCarran (D., Nev.) in view of charges that President Truman would completely "set up

and overthrow" the McCarran bill, requiring all air agreements to take the form of treaties, and its approval by the President.

While Senate approval of the McCarran bill is a possibility, House approval, or even action on the measure during the remainder of this year, is highly improbable.

In other words, if the Attorney General buttresses the Administration position in favor of executive air agreements, the revision of the Senate Commerce Committee, tantamount to a directive, will amount to little more than nagging—so far as plans for international airline operations are concerned.

\$500,000 Program Set at Kansas City

Expenditure of more than \$400,000 on the Kansas City, Mo., Municipal Airport was approved by an outgoing city council, which authorized sale of \$400,000 in bonds for the purpose. Another \$17,000 in the standing airport improvement fund will supplement the money raised by the bonds.

The improvement program includes \$40,000 for new drainage systems at the north and south ends of the field, \$100,000 for construction of small plane hangars, shops and display rooms, \$40,000 for alterations in TWA's headquarters buildings, \$120,000 for purchase of an Army medical storage building and other buildings, and \$75,000 as the city's share in the cost of a new drive at the west side of the field.

Will Extend Runway—The new

Binghamton Survey

A survey showing need for an airport in Broome County (Binghamton), N. Y., has been completed by the new firm of Drew & Peiris, aviation consultants, of Buffalo, N. Y.

John L. Drew was a member of the 1944 Curtiss Wright survey on future air transportation. He formerly was staff research manager for the airplane division of the Curtiss-Wright Corp. at 30, Long and Buffalo, N. Y.

Peiris did special engineering assignments for the defense for six years. Formation of their new company followed Curtiss-Wright's decision to halt production in Buffalo.

Clear or levee will mean extension of the field's existing runway about 600 ft. Alterations to the TWA building and the newer and drainage systems will be reconstructed by construction by Army engineers of a new flood wall.

Known there were these airport developments:

New York—Broome County will take up Airport was pending construction, and the system in theory of expansion provided a possible opening June 1, 1950, to 1950, it said, have been finished. With the two hangars in place and a temporary administrative building in being made ready.

Civilian Survey was completed on behalf of the local airport with reported reports for the field. The survey was a by-product of the city's present report and the type of such was drawn for the city (local and commercial) airline operations in the Washington area. It made with the County studies and the three men and confidential

Washington—Civil Aeronautics Administration, in connection with development of a study report on development of the field, has been completed by the new firm of Drew & Peiris, aviation consultants, of Buffalo, N. Y.

Expenditure—The survey on future air transportation, he formerly was staff research manager for the airplane division of the Curtiss-Wright Corp. at 30, Long and Buffalo, N. Y.

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CAB to Resume Surveys

The Analysis Division of CAB's Economic Bureau probably will resume surveys showing integration and development of airports on domestically-certificated airlines in September. The studies were suspended during the war because of the unprecedented traffic from then prevailing.



ATC MOVIES IN FLIGHT:

The portable movie unit shown here is an Air Transport Command (ATC) portable movie unit recently developed to relieve the monotony of long ATC evacuation trips.



Proposed Cleveland Terminal Building—The drawing of a proposed \$2,000,000 administration building for Cleveland Airport has been submitted to the City by the Allied Architects of Cleveland. Note ramp at right to give entry to underground parking level and

ticket office, whence escalators would carry passengers to the ground level. City officials hope that the building, which is expected to produce an income of \$400,000 a year, can be financed by mortgage revenue bonds.

CAB Members Are Highly Critical Of North Atlantic Rate Agreement

Subject PAA, AA and TWA representatives to searching cross-commission on whether U. S. participants pressed for low-fare principle in face of foreign carrier's policy.

By CHARLES L. ADAMS

Searching cross-commission by CAB members to determine whether Pan American Airways, American Airlines System and TWA seriously backed the principle of low fares was made at the North Atlantic Traffic Conference of the International Air Transport Association featured last week's oral argument on the rate resolution adopted in New York early last month.

Chairman L. Walsh Pope, Vice-Chairman Oswald Ryan and Member Halley Beach expressed deep concern that the temporary \$375 New York-Paris fare adopted by the conference showed a latent willingness on the part of the three American carriers to accept the high-rate views of the foreign participants. Pope, after listen-

ing to extensive exposition of the arguments and it seemed to him unavailing, but true, that the airline conferees had arrived at the \$375 figure without giving any consideration to a lower fare.

PAA Chiefs Stand.—Following a statement by Howard C. Westwood, American Airlines attorney, that PAA made no effort to present arguments on matters either in behalf of the \$375 New York-London rate which it had previously endorsed, or an open rate, Ryan and Beach asked PAA Attorney Henry J. Friendly for an explanation.

Friendly declared there was nothing said at the conference to indicate that either the British or French would accept anything approaching the \$375 fare Pan Ameri-



TALKS WITH KING:

Roy Cox T. B. Wilson, chairman of TWA's board of directors and director of an International Airways, performed as he talked aviation with King Feroze of Egypt during a recent tour of Egypt. Cox, TWA recently extended its overseas route to Cairo.

can, he continued, was in favor of an open rate, but did not vote against the proposed fare because by so doing it would have taken on the full responsibility of backing the agreement that preventing it from going before the Board.

American Explanation.—At this point, Beach queried whether it would be fair to state that Pan American gave up its position for a \$375 rate without a struggle. Friendly countered that PAA believed it was the responsibility of the Board, not of a single airline carrier, to pass judgment on the favored \$375 rate.

American officials declared they would have preferred a rate below the \$375 figure but that since no cost estimates were available, American could not effectively present this point of view to the foreign carriers. Westwood asserted that cost responsibility for American's trans-Atlantic operations represented a minimum of \$100,000 monthly and possibly much more, adding that American could not sell within \$10,000 what the monthly cost for foreign landing fees alone would be.

Other Factors Listed.—Besides landing fees, which American in-

dicted might be " staggering" at points such as London, TWA listed other considerations as foreign gasoline taxes, "which are as high as 30-40 cents a gallon," overseas communications services, foreign currency fluctuation and pilot's pay.

In answering American's contention that it would have backed a \$275 rate had PAA presented supporting data, Friendly observed that American, which claimed to have no cost figures of its own, had filed elaborate statistical studies in support of a 6-cents-a-mile fare when it presented its trans-Atlantic application before the Board in 1944. At the New York meeting Friendly went on, American assumed perfectly willing to concede with the \$375 rate previously in effect which was over 15 cents a mile.

Ryan Sees Lack of Data.—Ryan commented that in his opinion the conference must have set a judgment rate "without any supporting economic data" and that the data agreed on had "apparently been pulled out of the blue." He expressed interest in the feasibility of the Board's approving the principles of the trans-Atlantic rate structure as outlined in the conference resolutions but disapproving the actual fare set.

Both TWA and American representatives declared that agreement on the rate pattern, ending the tying of fares on a mileage rather than area basis and establishing of the "galore" principle, represented the most significant accomplishment of the New York meeting.

Shoreline at Work.—They said that the information reported to study operating expenses was already at work and by June would have data on which to base fare proposals and, perhaps, lower rates.

The Board previously approved participation in IATA by U. S. air carriers, but agreements made there also may be submitted for CAB action.

Australian Line to U. S.

The Australian Government, with New Zealand, will sponsor an airline from Sydney to San Francisco via Fiji, Canton Island and Honolulu, it was disclosed recently by Air Marshal Richard Williams of the Royal Australian Air Force. Williams, who was on his way to Washington to discuss IAAI representation to the U. S., said the line eventually might extend to New Zealand and Vancouver.

American Expands Washington Service

The rapid comeback of U. S. commercial aviation from restricted wartime services was symbolized last week by American Airlines' addition of nine new DC-4 flights between Washington and New York. The service expansion, largest single increase ever announced domestically, brought American's Washington-New York round trips to 27 daily, against 14 one week before.

Using DC-3s and a single 50-passenger DC-4, American's domestic had a daily and capacity of slightly over 400 each way. With the recent addition of seven 35-passenger DC-4 flights and two 40-passenger DC-4 schedules, local accommodations have been added to almost 900 daily.

Cost Rise.—American's DC-4 service between LaGuardia Field and Washington National Airport requires one hour and 30 minutes, 15 minutes less than DC-3 flights. Other new services:

PACIFIC.—May 1 will schedule service to Portland, Me., at 41 weekly round trips from Detroit and Chicago to Grand Rapids, Dayton, St. Paul, Portland, Minneapolis, St. Paul, Portland, Portland, Portland and Chicago.



CAPITALS LINKED:

When Colonial Airlines inaugurated direct air service from Washington to Ottawa and Montreal over routes 71 and 71 F last week, it flew two DC-3s into the U. S. capital with distinguished guests. Aboard were Sir Bernard Jones (left), Canadian president, and George Roper, U. S. civil air attaché to Canada.

ONE SERVICE TO South Sea. Marine Corp. updated schedule between all the main U. S. to island and island airport. Schedule not available. Information only.



New (POST WAR) 1946 TWIN ENGINE MODEL DIRS

BEECHCRAFTS

Pratt & Whitney Powered 7 or 8-Place Executive Transports. Completely Equipped for All-Weather Flying—Full Instrument Panel, Radio, Dual Controls, plus all Post-war Beechcraft refinements and improvements.

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ERI E 50 FUELING PIT



What GPM DO YOU NEED FOR PLANE FUELING?

THE ERIE 50 FUELING PIT furnished at left is available in two capacities:

Fig. 2135—50 GPM
Fig. 2169—100 GPM

It's a complete ready-to-use unit with built-in meter, register, air release, streamer, control valve, control switch, hose, nozzle and necessary fittings assembled and shipped ready for installation.

Write for information about Erie's complete Aircraft Fueling Systems for capacities to 2000 GPM.

Look to ERIE METER SYSTEMS, INC.
Main Office and Plant, Erie, Pa.

IAT—Significant Newcomer

The metal edged gathering of the newly-arrived Institute of Air Transportation is the first noteworthy sign of order in what has appeared to be a disheartening and disorganized field.

The hand-picked representatives of the new and considerably realigned post-war non-scheduled air transport industry—carrying the psychological stigma of "un-orthodoxized carriers"—voluntarily formed their own association to raise standards, improve their own efficiency and public service, and—winner of wonders—demand federal regulation. (Story on Page 16)

Members of the Civil Aeronautics Board, who have devoted many hours recently in an effort to help set the most constructive kind of regulation for these operations, welcome the organization and will want to brief with interest. The resulting action by CAB, whatever it may be, will certainly be a better product than if the Board had not had the benefit of the situation and experience of this new business about which so little is known.

These episodes may be signs on their shoulder. They are in the bitter news with the federal government, the established airlines, and among themselves. They are convinced they have taken the business from the airlines. They can certainly expect to get a lot of the business that has been taken away from the airlines and the truck lines. They have arrived from a comfortable safety record and hope to maintain it. They want no federal subsidies—only a chance to give a fair test to their idea. They realize that all of them are in the same boat. They want to see the national American right to make their own money in their own business. They have a tremendous drive to get their share, and by no means should they be scoffed at in harassment or attempts at the air. It is not wanting in any of the other areas, the new attitude will be badly needed.

Reprehensible Sales Talk

This picture to the right, and its accompanying caption, are not an Advance News idea. Both appeared originally in a slick-paper, illustrated monthly sheet titled "Fire Insurance From A Trend." The publisher, believe it or not, is the National Board of Fire Underwriters. Such material by its inaccuracy, is not only possibly damaging to aviation, it will not even increase insurance business.

Apparently, the single purpose of the publication is to promote the sale of insurance. One of its devices is to play on the property owner's emotion of fear, with such pictures as we reproduce here. But if the insurance industry continues to foster dissemination of such photographs, with an annotation that "This can happen to you," what will happen?

There will be fewer new airports built, or present airports extended because of unjustified public fear. That will mean no more new business in equipment and property, fewer airplanes to insure, fewer pilots to insure. It is not any far-fetched possibility that the entire national airport program could be doomed by such unjustified propaganda taken up by, either carriers and other sources of aviation. No senselessly spending even for the enactment of the Interstate Airports Act cannot see that such factors are anything but grossly misleading and financially short-sighted.

From the standpoint of evidence, such material simply exaggerates a condition far beyond the point justified by facts. We doubt if the National Board of Fire Under-

writers would publish its own statements/ computations of the odds spread are horse men being hit by a falling plane. The figure would not help all consumers but it definitely would help confusion at this time and the board should in all fairness publicize that figure. The CAA considers the figure as accurate—especially in these times—as to be virtually worthless if considered

There is not an argument against the principle of insurance we are contractors of the past construction help the insurance industry has given us. But it is a protest against the most damaging single example of unguided public relations by a responsible industry that we have ever seen, and a protest against consideration of a policy which permitted such tactics.

Horse Age Vision

Memo to outstanding authorities in religion, industry, government, and other distinguished citizens who soon will start to prepare their testimony for hearings in May on Sen. Mitchell's vital bill to establish a National Air Policy Board...

Gentleman. Despite other qualities which had elevated him to the position of chief of staff of the U. S. Army, Maj. Gen. John L. Hines on Sept. 21, 1935, told the Warrenton Board: "In my opinion, the airplane is never going to take the place of the cavalry. The cavalry will always have to supplement the airplane with its own resources."

The Army abolished the treasury the other day. The archduke's role in the last war is brilliant history. Let's not uncover another horse age weapon in next month's business.

James H. Wines



* When a Stinson civilian plane dropped in to call on the residents of this suburban Chicago home, fortunately the family was not and the visitors escaped serious injury. It could happen anywhere.

The Condor meets his match...

In South America the Andes tower into the sky along nearly 5,000 miles of unbroken mountain chain. Nestled among its peaks, like the lofty, hunched, cowering condors, are the houses of man-made birds—the *hirshes*.

commercial elements on the slide.

Most of these fields lie at altitudes ranging from 10,000 to 10,000 feet. One airport is 13,300 feet above sea level. At altitudes such as these, the weight factor at take-off is a critical one.

Thus, these Andean fields furnish a number of interesting examples of how geospatial take-off can solve, or at least partly solve, the problem of payload limitation at higher altitude airports.

The following comparison, made for a field which might be at an 8,000 feet elevation, shows conclusively how Aergon Assistance not only reduces the payload, but also provides a premium margin of safety.

8,000 Feet—BC-3 Take-Off Weight Comparisons	
<p>A: Distance required without jet assistance to reach a height of 80 feet, assuming zero engine failure at take off speed</p>	
Weight	Distance
22,000 lbs. (2000 ft.)	2,100 ft.
22,000 lbs. (4000 ft.)	2,100 ft.
22,000 lbs. (6000 ft.)	2,100 ft.
22,000 lbs. (8000 ft.)	2,100 ft.
<p>B: Distance required with 1000 lbs. of jet power (1000 ft. per second) to reach a height of 80 feet, assuming zero engine failure at take off speed</p>	
Weight	Distance
22,000 lbs. (2000 ft.)	2,100 ft.
22,000 lbs. (4000 ft.)	2,100 ft.
22,000 lbs. (6000 ft.)	2,100 ft.
22,000 lbs. (8000 ft.)	2,100 ft.



THE POWER OF THE FUTURE



AERJET ENGINEERING CORPORATION * AFFILIATE OF THE GENERAL TIRE & RUBBER CO.



BOTTLENECKS

are our meat !

It may be a part—or a complete sub-assembly. But if it constitutes a bottleneck in your production, maybe we've got the answer.

If it's a question of "materials" then we probably cannot help you (tho sometimes we've licked that too). But if it's a matter of insufficient equipment and floor space, or insufficient trained labor, we've got something to talk about.

Ever hear of a "portable assembly line"?

We've got the most flexible type of operation you can think of. For more than fifty years we've been making things for the other fellow.

Teaming up, fitting our facilities to his needs, integrating our production and deliveries with his assembly lines has called for extreme flexibility . . . even ingenuity.

With many products going thru at the same time, we know what it is to tool up in a hurry (we average a new product to get into production every 7 days). In many cases, we've suggested changes in materials, methods or

design that have cut the costs and sped up deliveries.

That's our business . . .

We got the tough ones—the bottlenecks that are holding up some manufacturer's production. We take over the responsibility for complete assemblies or sub-assemblies.

Of course we like to get some of the easy ones too, but we have thrived on those bottlenecks that have kept some of our good friends coming to us over a long period of years.

It costs you nothing to find out!

We cannot make everything, of course. But we can quickly tell you whether we can pinch hit for you. All you've got to do is name the problem and give us a look at it.

May we take a look at your "bottleneck"?

* * *

Write on your business stationery for our illustrated brochure describing the Lewyt organization. Lewyt Corporation, 88 Broadway, Brooklyn 11, N. Y.